BookletChartTM

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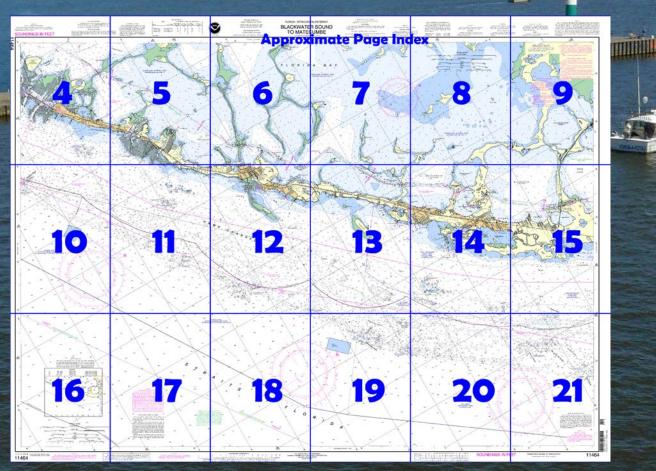
Intracoastal Waterway – Blackwater Sound to Matecumbe

NOAA Chart 11464

A reduced-scale NOAA nautical chart for small boaters When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the National Oceanic and Atmospheric Administration National Ocean Service Office of Coast Survey

<u>www.NauticalCharts.NOAA.gov</u> 888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart[™]?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



(Selected Excerpts from Coast Pilot)
Bowles Bank Anchorage, 6.5 miles southsouthwestward of Fowey Rocks Light
(25°35'26"N., 80°05'48"W.), is fair in all but
southerly winds. It has depths of 14 to 16
feet and soft bottom in places, and lies
about 0.5 mile north of the light of Bache
Shoal and eastward of the north end
of Elliott Key.

Legare Anchorage, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is

mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used. Caesar Creek Bank Anchorage, 12 miles south-southwestward of Fowey

Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key. **Pacific Reef**, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983. In 1984, a sunken wreck was reported in Hawk Channel about 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2 in about 25°19.5'N., 80°13.0'W.

Angelfish Creek, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

Ocean Reef Harbor is on the east side of **Key Largo**, 19.5 miles southwestward of Fowey Rocks Light. A privately dredged channel leads to the harbor. In 1979, the centerline controlling depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.

In 1992, an obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W. A privately dredged channel, 0.4 mile northward of the entrance to Ocean Reef Harbor, leads to a residential area. The channel, marked by private daybeacons, had a centerline controlling depth of 7 feet in 1979. **Key Largo Anchorage**, 20 miles southwestward of Fowey Rocks Light, is fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.

Turtle Harbor, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. In 1980, a submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles southsouthwestward of Daybeacon 6 and then taking a westerly course. Carysfort Reef Light (25°13'19"N., 80°12'41"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder. The Elbow is a reef, 5.3 miles southwestward of Carysfort Reef Light, on which several wrecks have occurred. It is marked on its seaward edge by a light.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami Commander

7th CG District Miami, FL

(305) 415-6800

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Corrected through NM Apr. 22/06 Corrected through LNM Apr. 18/06

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalen to the World Geodetic System 1984 (WGS 84) Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

> Mercator Projection Scale 1:40.000 at Lat. 25°00'

North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

CHANNEL MARKERS

Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding southwestward.

CAUTION

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges

BADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet or, Pierce, FL to Miami FL; 7 feet Miami, FL to ross Bank, Florida Bay. The authorized Federal oject axension from Cross Bank (Florida Bay) to Key feet has not been improved.

The controlling depths are published per ically in the U.S. Coast Guard Local Notice

The Waterway is indicated by a magenta line whether is indicated by a higher and was Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thes: Tables for converting Statute Miles to Inter-national Nautical Miles are given in U.S. Coast

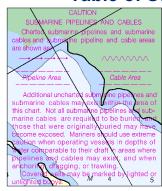
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL Princeton, FL WWG-60 162 450 MH: WNG-663

Table of Selected Chart Notes



PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting lineginghighlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

The prudent mariner will not rely solely on any single ai to navigation, particularly on floating aids. See U.S. Coas Guard Light List and U.S. Coast Pilot for details.

Navigation regulations are published in Chapter 2, U.S Awigation legislations are published in Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commande th Coast Guard District in Miami, Florida, or at the Office. of the District Engineer, Corps of Engineers in Jacksonville

The U.S. Aids to Navigation System is designed for use

exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfok, Wa to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel

A horizontal yellow band provides no lateral information

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — —

SHOALS AND PASSES

Mariners are advised to use caution. The shoals (dark blue areas 🚃 passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Garden Cove	(25°10'N/80°22'W)	2.4	2.3	0.2	-1.5
Tavenier Harbor	(25°03'N/80°31'W)	2.4	2.2	0.2	,
Alligator Reef	(24°51'N/80°37'W)	2.2	2.1	0.2	-1.5
7 angulor 1 loor	(=10114000111)			0.2	

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SHOALS AND PASSES

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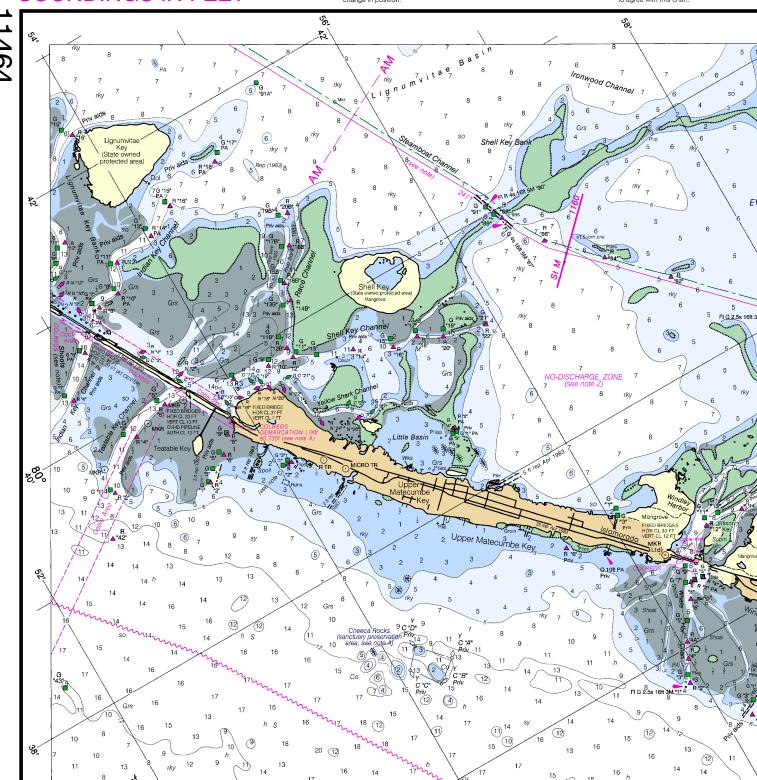
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CAUTION

BASCULE BRIDGE CLEARANCES



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 10

TIDAL INFORMATION Height referred to datum of soundings (MLLW) Mean High Water feet Mean Higher High Water feet Extreme Low Water Garden Cove Tavenier Harbor Alligator Reef (25°10'N/80°22'W) (25°03'N/80°31'W) (24°51'N/80°37'W) -1.5

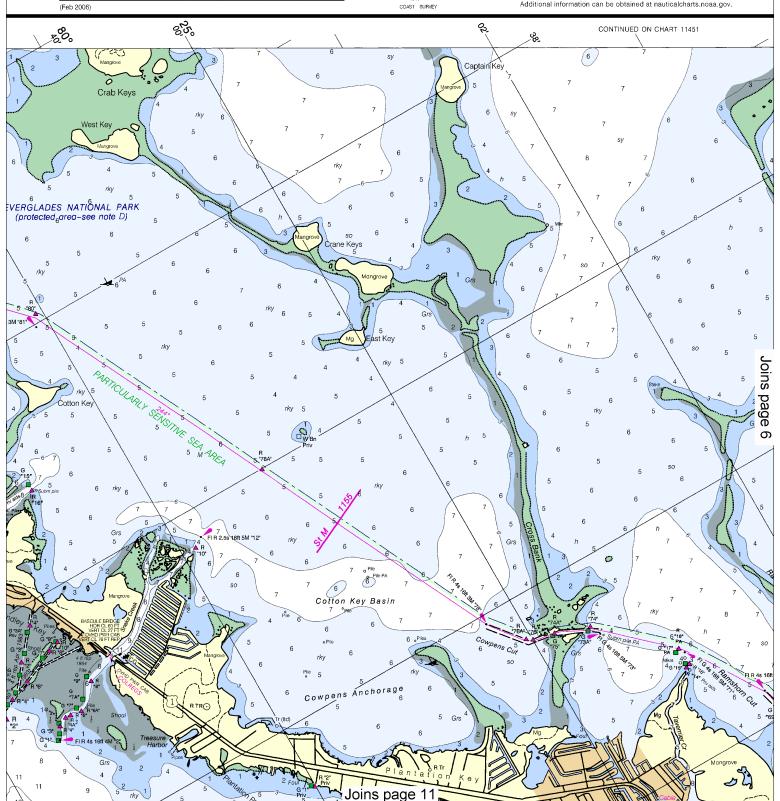


Mercator Projection Scale 1:40,000 at Lat. 25°00'

North American Datum of 1983 (World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



 ORMATION

 eight referred to datum of soundings (MLLW)

 Higher Water Night water
 Mean Low Water low Water



Mercator Projection Scale 1:40,000 at Lat. 25°00'

North American Datum of 1983 (World Geodetic System 1984)

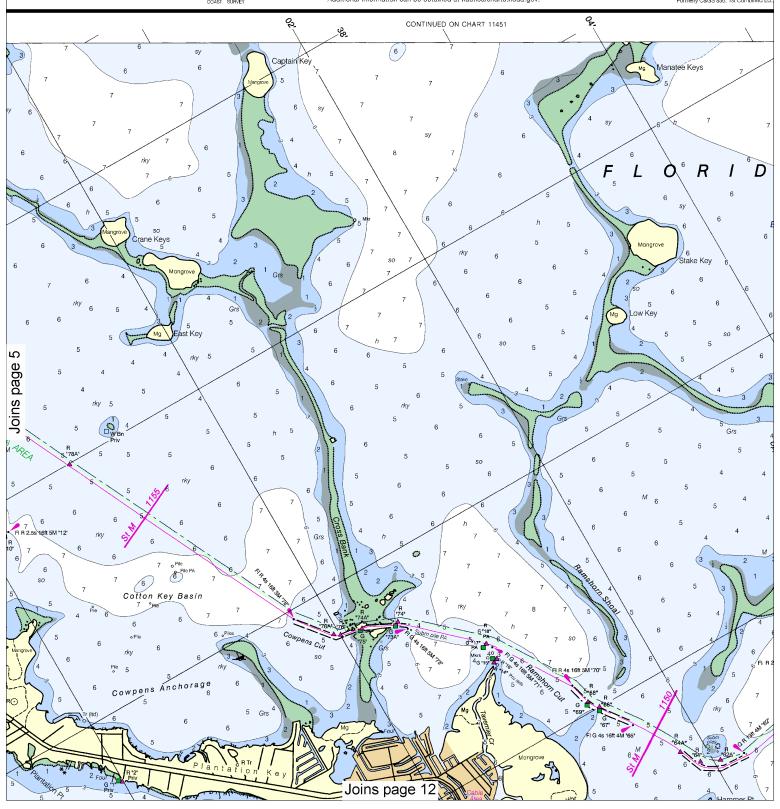
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FLORIDA - INTRACOAST

BLACKWATE TO MATE

Formerly C&GS 850, 1st Combined E





TAL WATERWAY

R SOUND

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS

Heights in feet above Mean High Water.

CHANNEL MARKERS

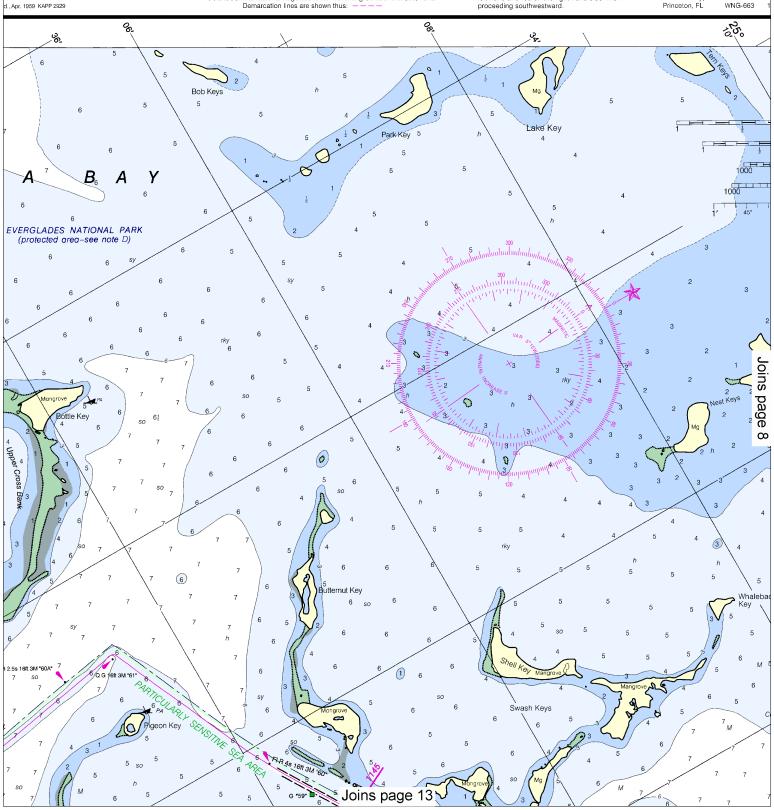
Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding southwestward.

NOAA WEATHER RADIO BROA

The NOAA Weather Radio sta below provide continuous weather The reception range is typicall nautical miles from the antenna site as much as 100 nautical miles fo high elevations.

Teatable Key, FL Princeton, FL

WWG-60 WNG-663



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For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus:

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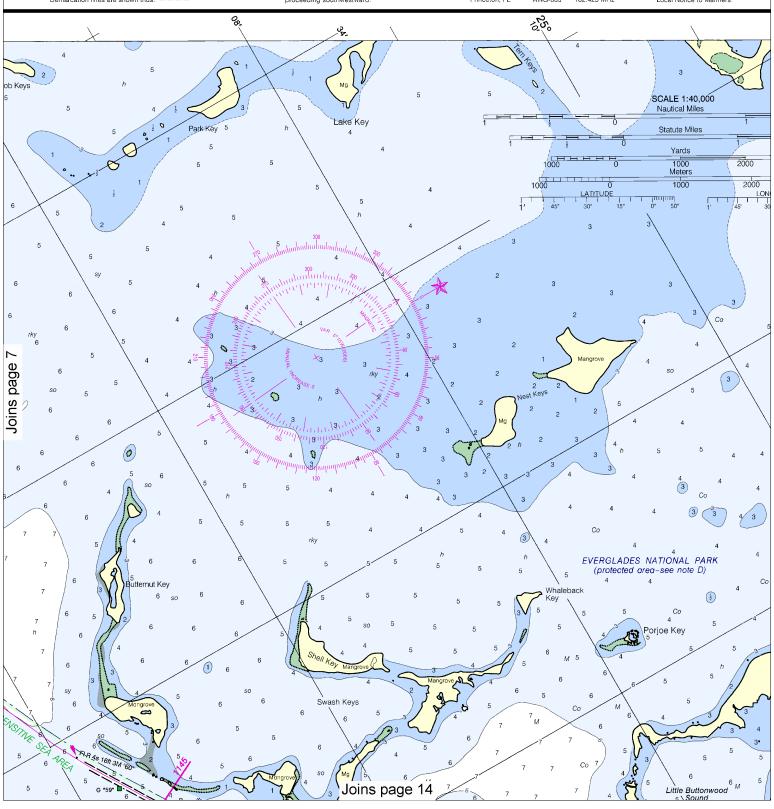
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The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL Princeton, FL WWG-60 WNG-663 162.450 MHz 162.425 MHz

CAUTION

Improved channels shown by broke subject to shoaling, particularly at the CAUTION

Temporary changes or defects navigation are not indicated on this oldcal Notice to Mariners.





1:40,000 | Miles See Note on page 5. Printed at reduced scale. Note: Chart grid lines are aligned Nautical Yards 1000 0 1000 with true north. 2000 3000 4000 5000

NOTE X

Overhead | ten lines are Highway No. :

edges.

s in aids to chart. See CAUTION

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to

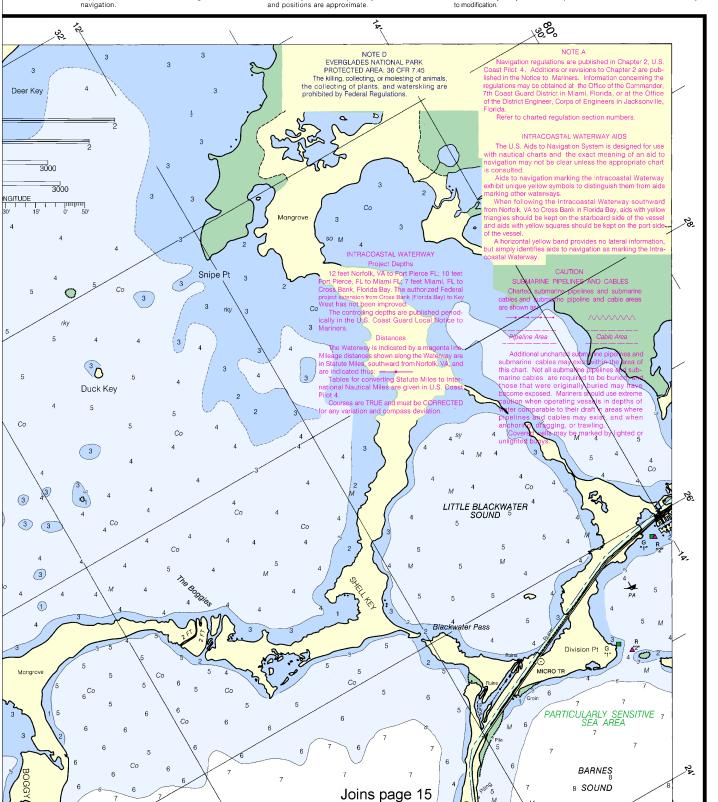
RADAR REFLECTORS

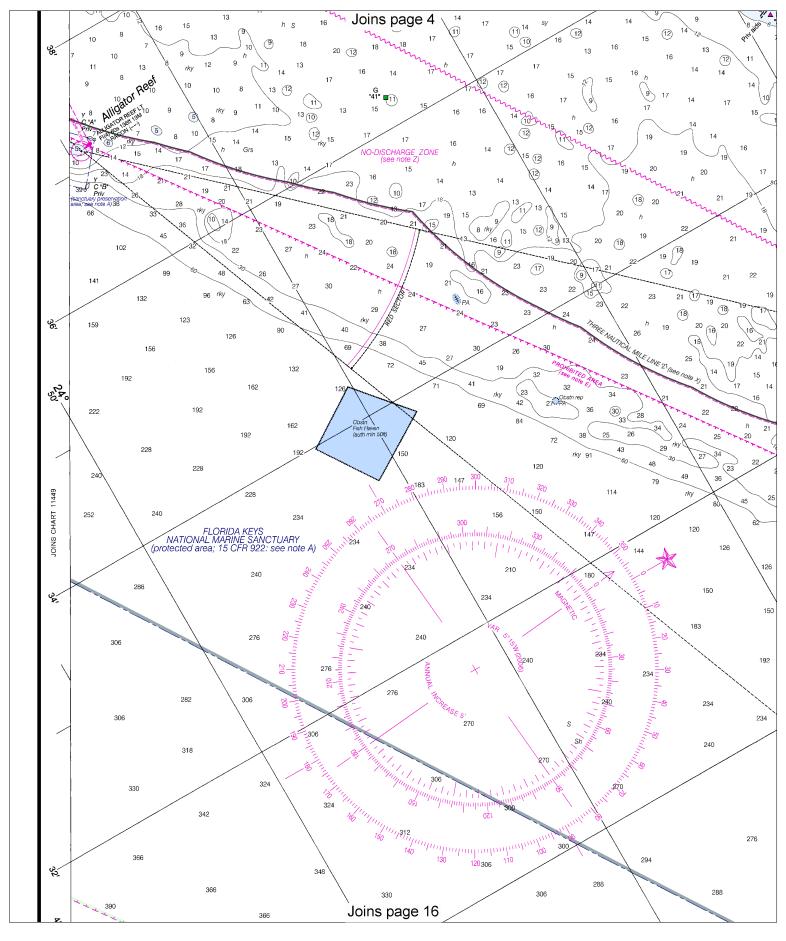
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

The daybeacons are privately maintained

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line esswhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.





Note: Chart grid lines are aligned with true north.

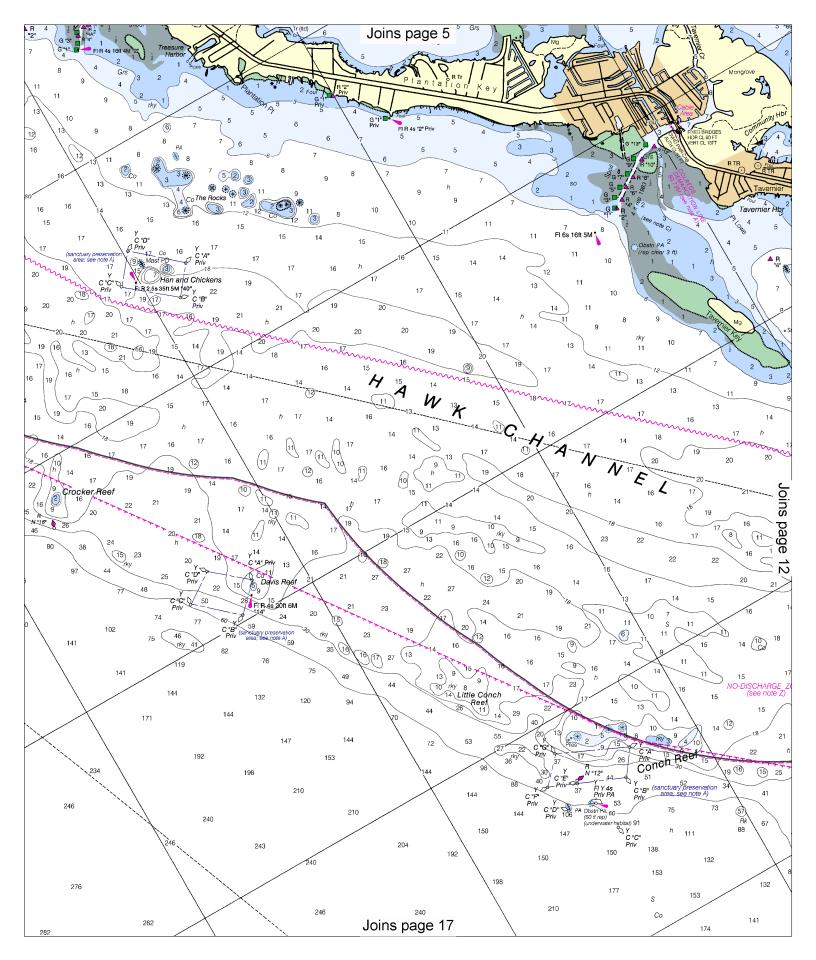
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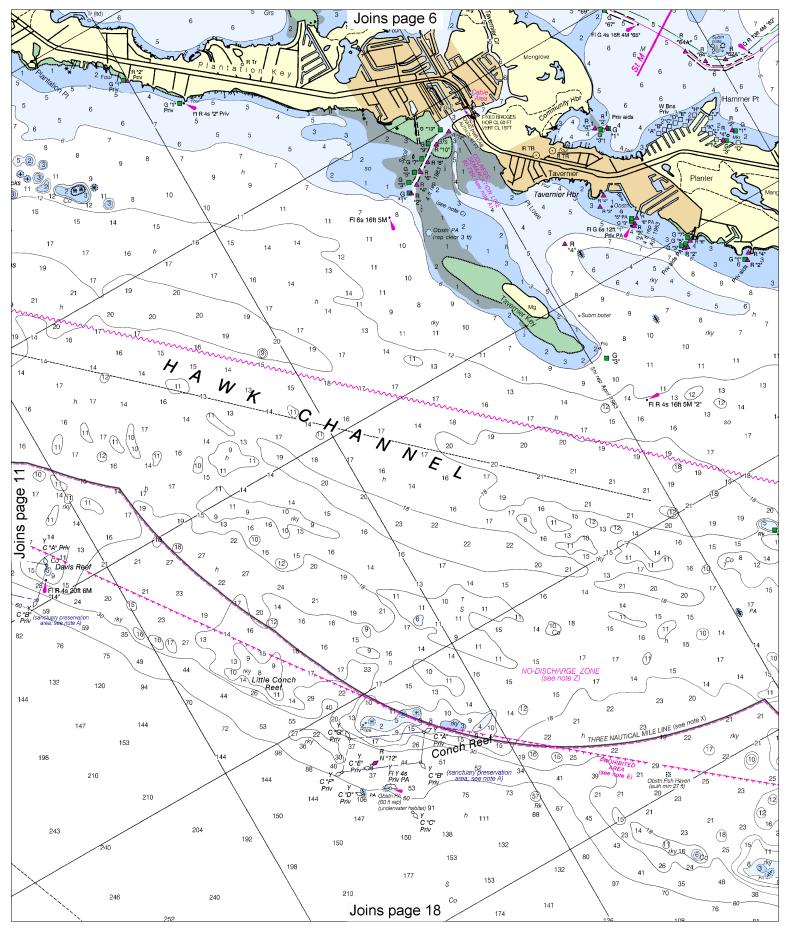
SCALE 1:40,000
Nautical Miles

See Note on page 5.

Yards

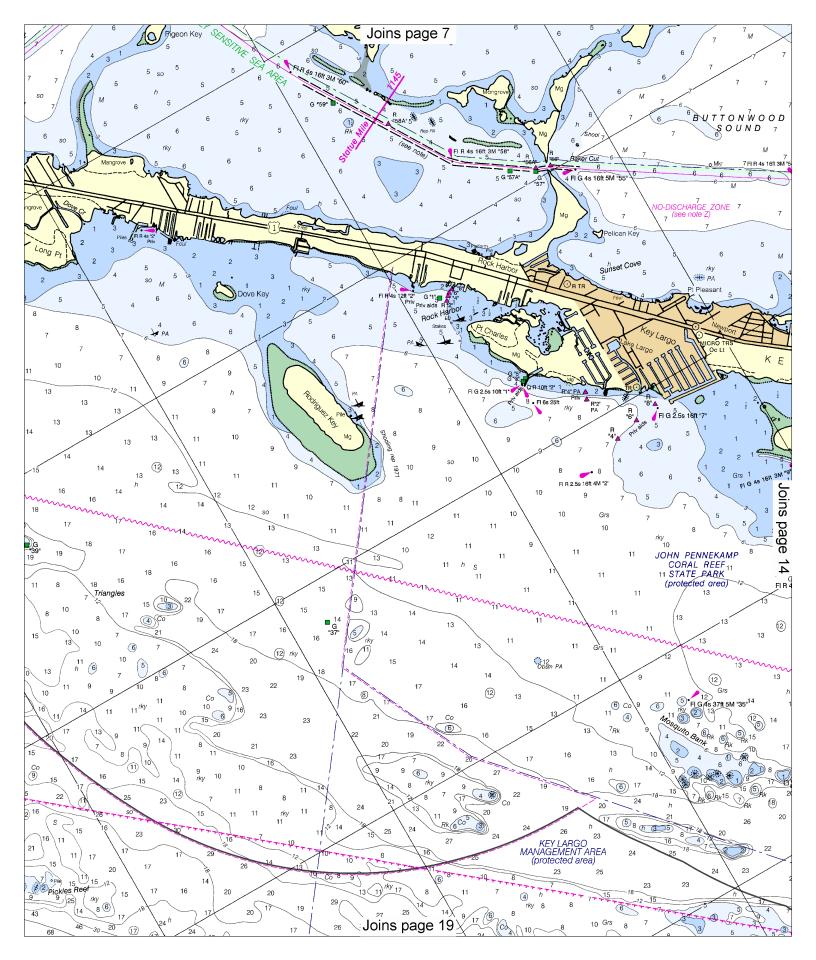
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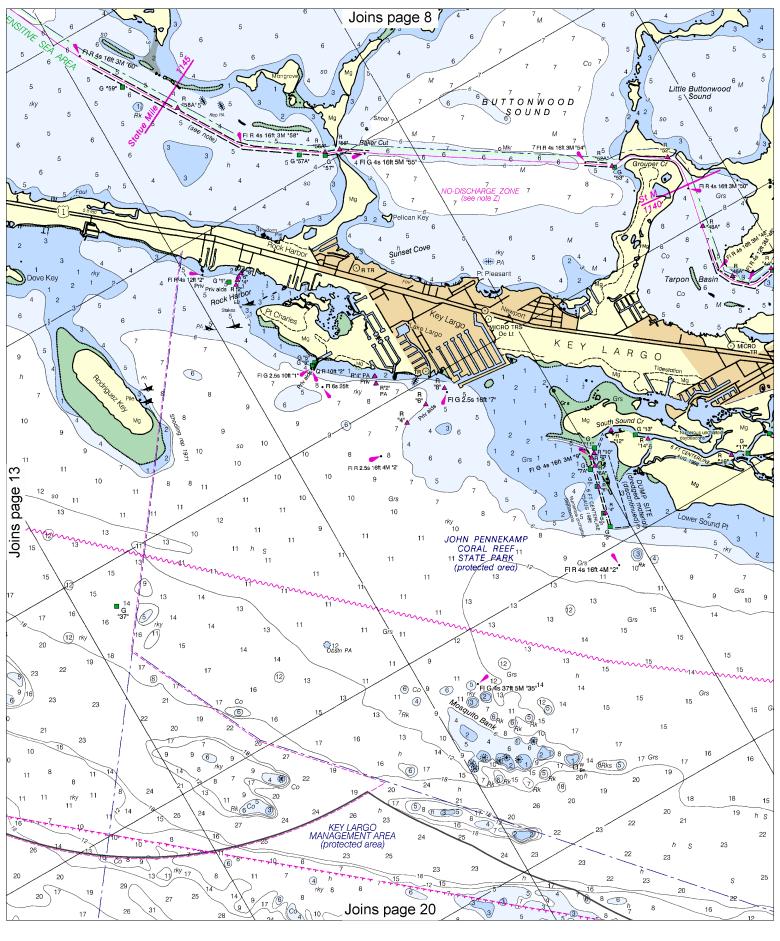




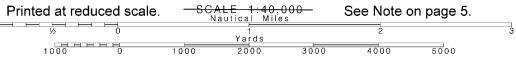
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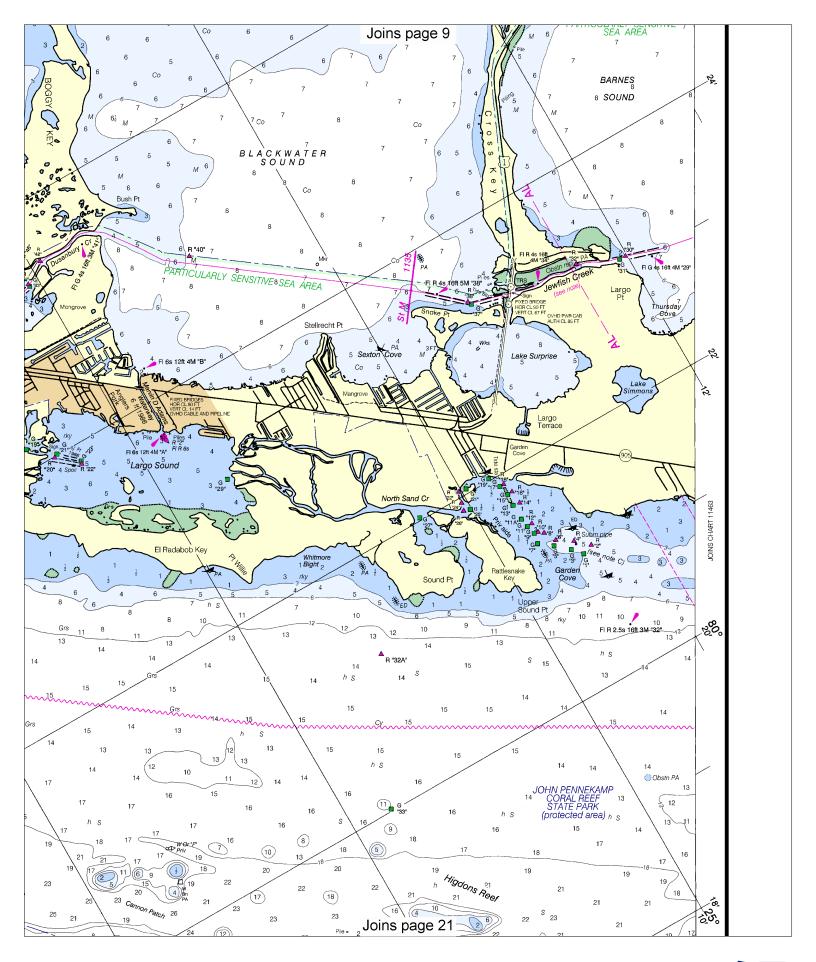


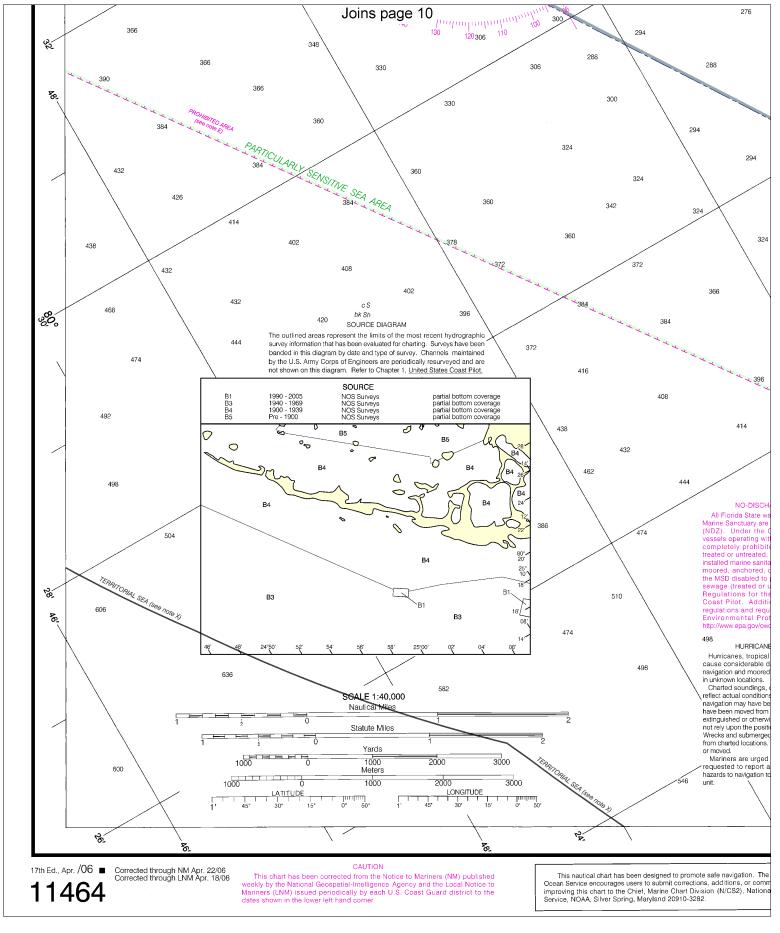


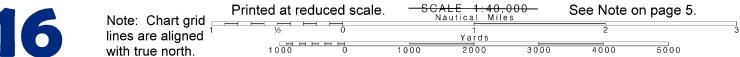


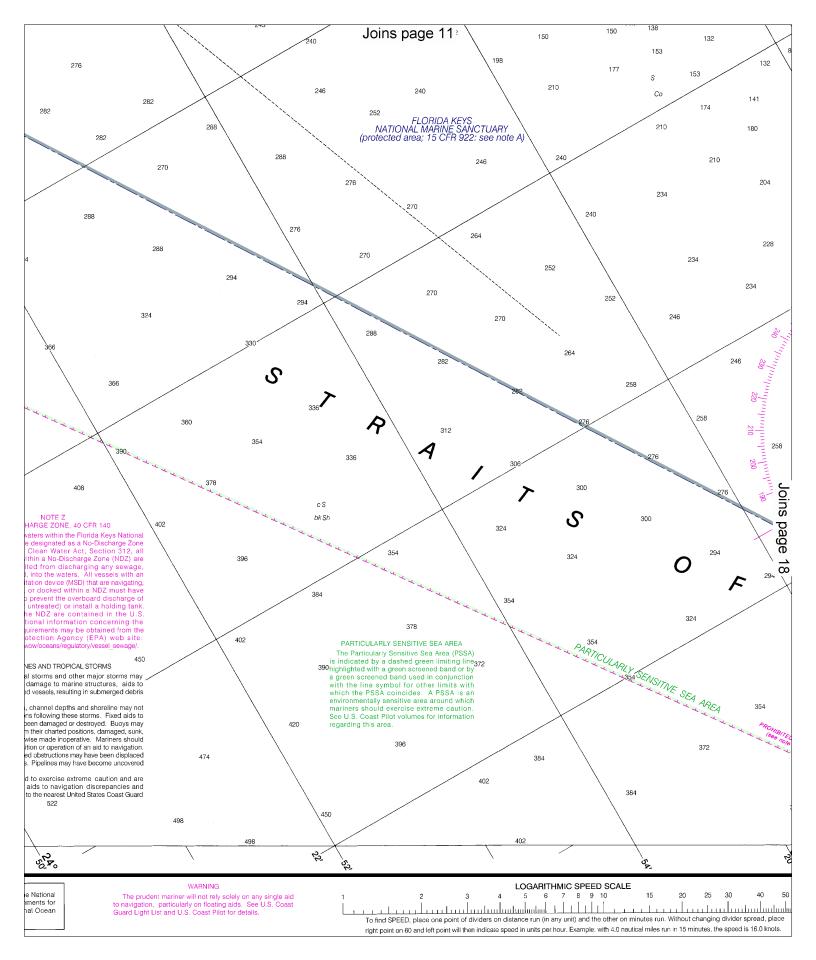
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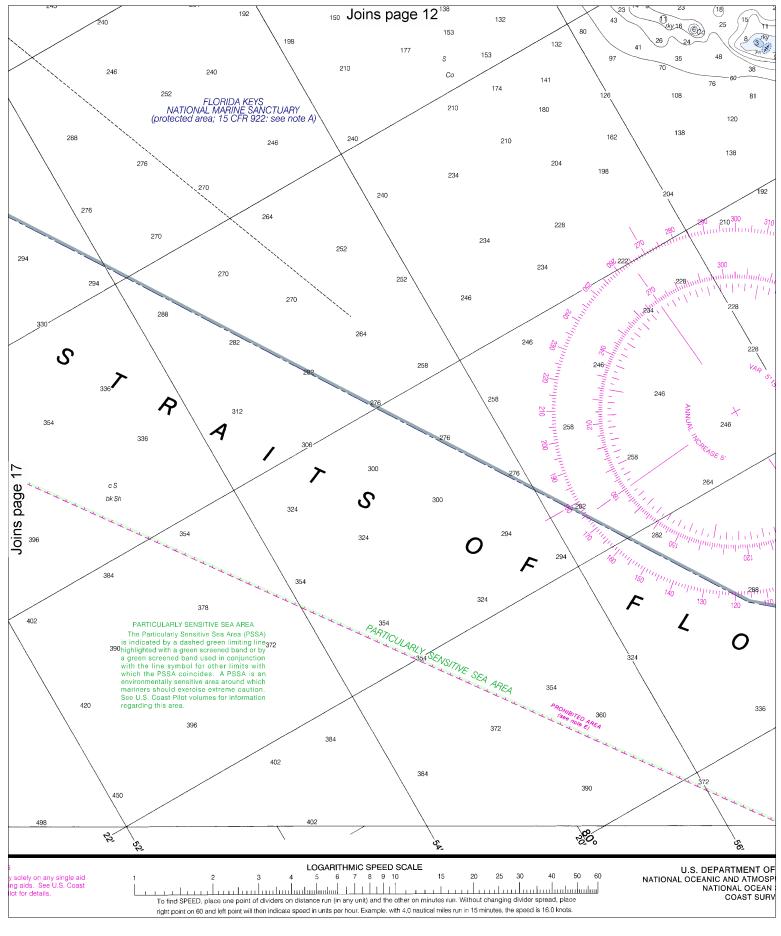












Note: Chart grid lines are aligned with true north.

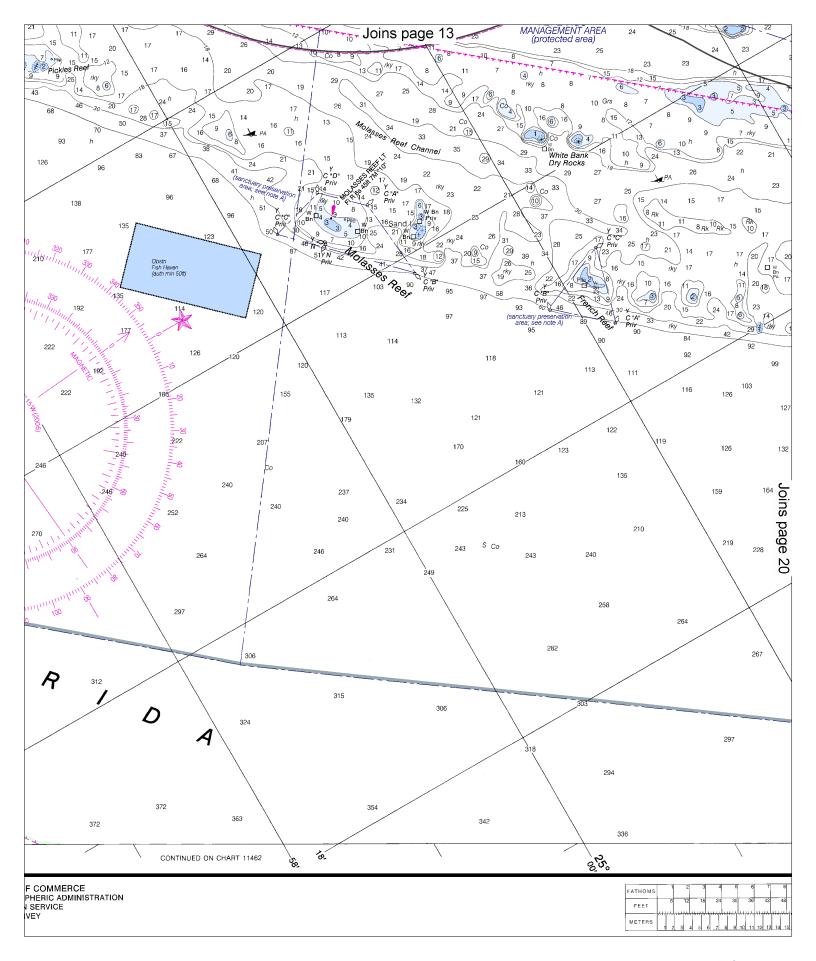
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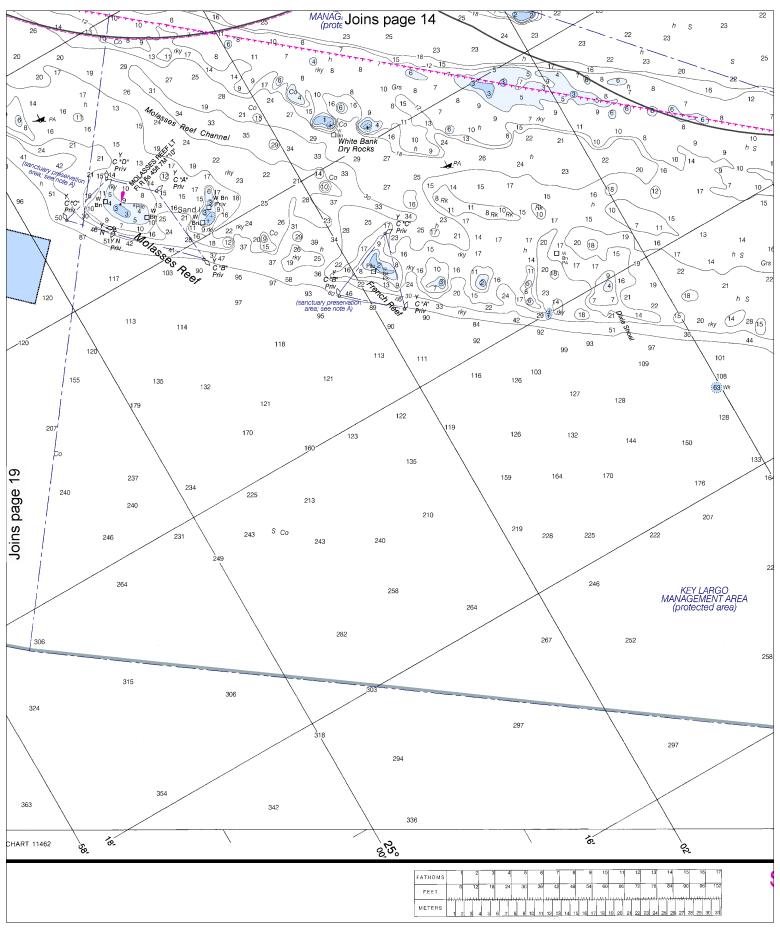
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Nautical Miles

See Note on page 5.

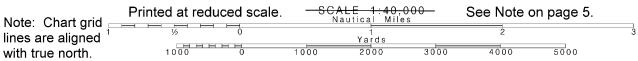
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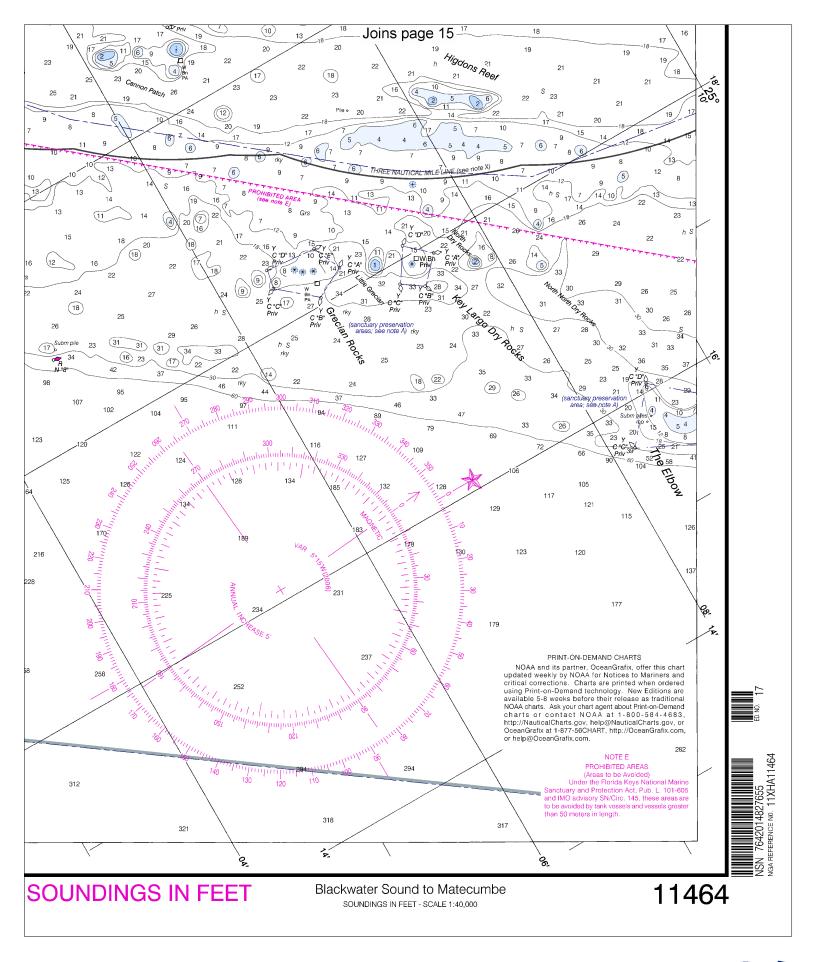
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with true north.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here. Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of

Emergency; Number of People on Board.

- · Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov

Online chart viewer — http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html

Report a chart discrepancy — http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx

Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs

Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

Tides and Currents — http://tidesandcurrents.noaa.gov

Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm

National Data Buoy Center — http://www.ndbc.noaa.gov/

NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/

National Weather Service — http://www.weather.gov/

National Hurrican Center — http://www.nhc.noaa.gov/

Pacific Tsunami Warning Center — http://ptwc.weather.gov/

Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm



For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

